

## **SUMMARY OF FEDERAL AND STATE FUNDING SOURCES FOR PEDESTRIAN AND BICYCLE PROJECTS**

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**DRAFT August, 2012**

MAP-21, Moving Ahead for Progress in the 21<sup>st</sup> Century, is the federal law that replaced the previous multi-modal surface transportation funding bill. The funding program, which over the years have been named ISTEA, TEA-21 and SAFET-LU, while still multi-modal, reduces funding for pedestrian and bicycle transportation. Existing programs have been restructured, eliminated or added. The programs that could support pedestrian and bicycle improvements include:

- Surface Transportation Program
- Congestion Mitigation and Air Quality Improvement Program
- Highway Safety Improvement Program
- Transportation Alternatives (TA)

TA is a new program encompassing most of the activities formerly funded under three separate programs--Transportation Enhancements, Recreational Trails, and Safe Routes to School. The Transportation and Community System Preservation Program has been eliminated. The National Scenic Byways Program, which used to fund pedestrian and bicycle facilities on designated scenic byways, has also been eliminated; however, TA will fund some scenic projects such as scenic overlooks.

Unless a state opts out, it must use a specified portion of its TA funds for recreational trails projects. Half the remaining TA funds will be distributed to metropolitan planning organizations such as the Baltimore Metropolitan Council and rural areas. The state will allocate the other half to local jurisdictions unless they transfer it to other programs. States and MPOs will conduct a competitive application process for use of the suballocated funds.

For FY13, Maryland will be receiving about \$12 million for the TA program, with \$1 million allocated to the Recreational Trails Program (unless the state opts out), \$5 million to the Metropolitan Planning Organizations, and \$5 million available to the local jurisdictions through competitive state grants (unless the state transfers the funds elsewhere).

Biking & walking programs — Transportation Enhancements, Safe Routes to School, and Recreational Trails — are consolidated with other uses into a new program called Transportation Alternatives with a 33% reduction in funding from fiscal year 2011



The Recreational Trails program is funded at 2009 levels unless the governor of a state chooses to opt out

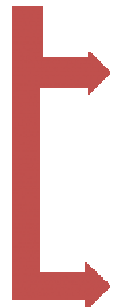


50%



50%

The state DOT allocates 50% of Transportation Alternatives to MPOs and rural communities



**MPOs** distribute funds through a competitive grant program for local community projects

Rural communities compete for Transportation Alternatives funds in a state-run grant program

The state DOT can redirect any or all of this half of Transportation Alternatives funds from local control to any other highway program

- or -

The state DOT holds a competitive grant program to distribute remaining Transportation Alternatives funds



Local governments, school districts, tribal governments, and public lands agencies would be eligible to compete for this funding

Note: in case of emergency, a state can transfer all funds from Transportation Alternatives to rebuilding any damaged transportation infrastructure.

More information is available from the League of American Bicyclists and AmericaBikes websites ([www.bikeleague.org](http://www.bikeleague.org) and [www.americabikes.org](http://www.americabikes.org))

## SUMMARY TABLE

\*Program will be eliminated. Any funds remaining in these programs will be spent down.

\*\*Program is reauthorized

FUNDING SOURCE	ELIGIBLE ACTIVITIES	PROJECT MATCH	APPLICATION DEADLINE	CONTACT
<b>FEDERAL</b>				
*Transportation Enhancement Program	Off-road bicycle facilities Pedestrian facilities Safety and education programs Conversion of abandoned railway corridors to trails	At least 50% by the project sponsor.		Maryland State Highway Administration  Enhancement Program Manager 410-545-5675
*Safe Routes to School Program	Bicycle and pedestrian improvements Safety education	None, but substantial work needed to meet program requirements		Maryland Highway Safety Office
*Transportation and Community System Preservation Program	Concerns the relationship between transportation and land use; Funds planning and infrastructure	20% cash or in-kind		
*National Scenic Byways Program	Pedestrian and bicycle facilities or traffic safety improvements for roads that have been designated as state scenic byways, and have an adopted corridor management plan	20%	June 1	Maryland SHA Office of Environmental Design  Terry Maxwell, Scenic Byways Coordinator, 410-545-8637
Transportation Alternatives Program (new)	Bicycle and pedestrian facilities, safe routes for non-drivers (including education and safety programs), preservation of abandoned rail corridors for bike/ped trails, environmental mitigation	TBD	TBD	TBD
**National Recreational Trails Program	Trail construction, reconstruction, maintenance, restoration, interpretive facilities and easement or property acquisition.	TBD	TBD	Maryland SHA Office of Environmental Design Terry Maxwell, Recreational Trails Coordinator 410-545-8637

FUNDING SOURCE	ELIGIBLE ACTIVITIES	PROJECT MATCH	APPLICATION DEADLINE	CONTACT
**Maryland Highway Safety Program (HSIP)	Traffic safety countermeasures, working through the county Community Traffic Safety Program Coordinator and task force	TBD	TBD	Maryland Highway Safety Office 410-787-4050
**Congestion Mitigation and Air Quality Improvement Program (CMAQ)	Typically used for HOV lanes; could be used for a bicycle/pedestrian project	TBD	TBD	Maryland Department of Transportation  Howard Simons, 410-865-1296
Land and Water Conservation Fund	Trails and greenways	50% cash or in-kind		National Park Service
The Chesapeake Bay Gateways Network Program	The Gunpowder Falls State Park and the North Point State Park are among the designated gateways. Funds high-quality interpretation, access, or conservation and restoration projects	50% cash or in-kind		National Park Service
Innovative Nutrient and Sediment Reduction (INSR) Program of the Chesapeake Bay Stewardship Fund	Demonstration project, would fund a trail paired with a stream restoration project or Green Streets retrofits; must reduce N, P and S, incorporating green practices; land and easement acquisition not eligible	50% cash non-federal encouraged	check in October	National Fish and Wildlife Foundation (NFWF)  202-857-0166 www.nfwf.org/chesapeake
AmeriCorps  National Civilian Community Corps (NCCC)	Teams of people aged 18-24 work in cooperation with non-profit programs, state and local agencies, or other community groups on trails, environmental projects, education, public safety, etc.			Web site: <a href="http://www.americorps.gov">http://www.americorps.gov</a>
Unified Planning Work Program	Administered through the Baltimore Metropolitan Council, supports planning for bicycle and pedestrian facilities, primarily for consultants or county staff. Will potentially fund trail feasibility studies.	20% cash or in-kind	November	Emery Hines Baltimore Transportation Coordinator 410-887-3554 ehines@baltimorecountymd.gov

FUNDING SOURCE	ELIGIBLE ACTIVITIES	PROJECT MATCH	APPLICATION DEADLINE	CONTACT
<b>STATE</b>				
Retrofit Sidewalk Program	Pedestrian facilities on state roads	100% SHA funding on state roads within designated Sustainability Area, or 50% elsewhere	On-going cycle	<i>Contact:</i> Dennis German, SHA Program Coordinator, 410-545-8900 or Ed Bockman, SHA Fourth District Office, 410-321-2853
Retrofit Bicycle Program	Bicycle facilities on state roads	100% SHA funding on state roads within designated Sustainability Area, or 50% elsewhere	On-going cycle	Maryland SHA Bicycle and Pedestrian Coordinator 410-545-5656
Maryland Bikeways Program: grants or SHA technical assistance	Any bicycle facility in the PFA or state greenways plan with missing links that is not funded through other programs, including minor retrofits, feasibility studies, preliminary construction design, major construction	None for minor retrofits, 20% if in certain areas, otherwise 50%, except for construction which is 70% / 80%	On-going cycle	Kate Sylvester, Maryland Department of Transportation Office of Planning and Capital Programming 410-865-1277 MDBikeways@mdot.maryland.gov